

The National *Falcon* News



Kelly McLearran (FCA#12565)
Tuscon, Arizona



1963 Falcon Futura
Turbocharged Six Cylinder

JANUARY 2007

Cover: Kelly McLearn

Kelly and Will McLearn of Tuscon, Arizona. While blowing down the quarter mile track all over the country, Kelly and Will are running the "Quarter Mile for a Cure." To promote awareness of breast cancer and raise funds for research, the Quarter Mile is special project of Kelly's. Kelly and Will were the first Falcon folks interviewed for the Indy Individual Series. See more of her and Will and their 1963 Falcon Futura Turbocharged Six Cylinder beginning on page 20 of this issue.

Do you think your Falcon should be on the cover? Send photos to the Editor at the address on page 3.

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25. (\$30 for international members, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The **National Falcon News** is published monthly with information submitted by members. **All copy and advertising for The National Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085.** Please mark "FCA" on outside of envelope. E-mail address: wccrosby62@sbcglobal.net.

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Regularly Scheduled Chapter Meetings

Alamo Chapter San Antonio, TX

2nd Sun.-monthly
Pig Stand, 1508 Bdw.
San Antonio TX
(210) 287-4498

Arizona Chapter

Phoenix, AZ
2nd Sat. except June, July,
Aug. at Berge Ford, 460 E.
Auto Center Dr., Mesa, AZ
(480) 888-0589

Bluegrass Chapter Louisville, KY

2nd Sat. each month at 4:30
PM—Jefferson Co.
Government Center, 7201
Outer Loop
(502) 231-8715

Blue Ridge Chapter South Carolina

3rd Sun.-monthly
Greer, SC
(864) 879-1060

Capital City Chapter Austin, TX

3rd Sat. - monthly, 5 PM
(512) 832-0544

Carolinas Chapter Charlotte, NC

1st Mon.-7 PM
Fire Mountain Rest.,
Concord Mills Blvd
off I-85
(704) 735-5077

Central California Falcons

Bakersfield, CA
1st Tuesday 6:30 PM
Marcia's house,
5304 Southshore
661-587-8539

Fresno, CA

3rd Thursday at Applebee's in
Clovis, 98 Shaw Ave. 7:00 PM
559-322-0108

Early Falcon Car Club of Victoria, Inc.

Australia
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter Arkansas

2nd Sat - monthly
(501) 605-1370

Gateway Chapter St. Louis, MO

4th Sun.-monthly
(636) 946-6047

Golden Gate Chapter San Francisco, CA

2nd Sat.-Odd Months
(408) 293-5848

Great Lakes Chapter Michigan

3rd Sun.-bimonthly
(517) 849-7156

Hoosier Chapter Indiana

1st Sun.-monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter Mt. Pleasant, TX

3rd Sun.-monthly
(903) 572-9593

Metro Detroit Chapter Detroit, MI

1st Sun.-bimonthly
Pia's Restaurant
Ecorse Rd, Taylor
1 mile east of Telegraph
(313) 382-2993

Mid America Chapter Kansas City

1st Fri.-monthly
(913) 592-3571

Mile Hi Chapter Denver, CO

3rd Fri.-monthly
(303) 857-9360

Music City Chapter Nashville, TN

Monthly Meetings
Call for dates/locations
(615) 452-0321

NE Texas Chapter Gladedwater, TX

2nd Sat. monthly
(903) 759-6850

Northland Chapter Minneapolis, MN

2nd Sat odd months
(763)-420-3050

River City Chapter Sacramento, CA

2nd Tue.-monthly
(916) 725-4110

So-Cal Falcons Burbank, CA

2nd Saturday-bimonthly
(818) 845-9725

Sooner Falcons Oklahoma City

3rd Sat.-monthly
(405) 205-3497

Sonoma County Santa Rosa, CA

1st Thurs.-monthly
(707) 539-2860

Southeast Chapter Georgia

1st Sun.-monthly
(770) 887-6268

Space City Chapter Houston, TX

2nd Sat - monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(281) 265-3301

Virginia Falcons Richmond, VA

2nd Sun. even months
(804) 739-1615

Wheat State Chapter Wichita, KS

1st Sat. even months
(316) 838-7487

Falcon Club of America Officers

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Presidents Message

Can you believe we're rolling into 2007 already? A look back at the past year reveals a number of accomplishments for the Falcon Club of America.

ACHIEVEMENTS OF 2006

- Successful National Convention in Indianapolis was hosted by the Hoosier Chapter.
- Published and distributed updated Membership Directory.
- *The National Falcon News* was recognized for its quality by receiving another Golden Quill Award from Old Cars Weekly Magazine.
- Regional Meets were held in Pennsylvania, New York, Kansas, California and North Carolina.

GOALS FOR 2007

- Continue to improve and grow by holding Regional Meets, signing up new members.
- Continue adding new Chapters and work to keep existing Chapters active
- Improve National visibility for the FCA by working to get magazine coverage at National and Regional events.

When making your New Year resolutions why not make several resolutions in support of our great Club such as:

- Attending the National Convention hosted by the Northland Chapter
- Send an article to be published in your local Chapter Newsletter and the National Falcon news
- Attend as many local Chapter meetings as possible
- Sign up at least one new member in the FCA

Carolyn and I would like to wish each and everyone of you a very happy and prosperous New Year. We look forward to seeing you around the country in 2007 at the Regional Meets and the National Convention.

Chuck and Carolyn

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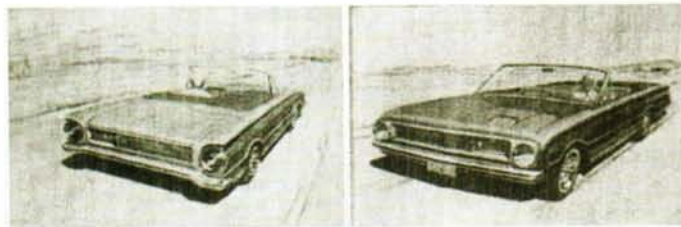
Thanks to my good friend Bob Cote, a long time member of the Falcon Club of America, I became a Falcon lover. Bob or as I nicknamed him, "Doctor Bob: the Falcon Doctor," first told me about an original 1961 two door Falcon with 15,000 actual that was on eBay. The car was located in Des Moines, Iowa. At that time my daughter was attending school in Des Moines so I asked her to look at the car. Upon her inspection and her enthusiastic approval, I bought this rare find. This car became my wife's pride and joy.

Several months later Bob said he found another very rare Falcon also up for bid on eBay a Ford Cayuse. I asked, "What's so special about a Cayuse?" Bob then showed me the magazine article from Custom Roder Magazine July 1963, which had the cover story on the Cayuse.

In 1962-1963, Ford Motor Company wanted to build a car that offered a sporty European look by restyling the Ford Falcon. Ford contracted Dearborn Steel and Tube (DST) that offered these services to Detroit auto manufacturers to handle the transformation. Vince Gardner, one of the top automotive stylists in the country led the project. Vince headed an experimental design and styling group that that included Andy Hutton.

"Project Cayuse" was completed in about 750 hours with the restyle of three 1963 Falcon convertibles into Cayuse Falcon convertibles. The Cayuse Falcons featured many unique components and styling changes including the front-end treatment with horizontal chrome steel bar grille work that is surrounded by a fiberglass shell. A new fiberglass hood that features a functional asymmetrical hood scoop was also designed, there weren't many cars built in 1963 that offered a functional hood scoop! The wheel wells were reshaped and all Falcon emblems and lettering were removed. The rear styling was also much different with the horizontal chrome bar theme. In addition, customized tail light lenses, buckets

and a rear license plate mount were used and moved to the rear tail light panel design. The rear bumper was restyled by removing the recessed area where the license plate normally mounts on a production 1963 Falcon convertible's bumper and sectioning in part of another bumper and re-chroming the new bumper. The rear gas tank cap and fill



neck was repositioned to the inside trunk area. One of the three "Project Cayuse" Falcons was shortened 18 inches to make it a two-seater and was renamed the "Coyote."

The "Project Cayuse" cars were displayed through out the country in 1963 as part of the Ford Custom Car Caravan. Although show attendees liked the styling concepts, Ford never used them on the Ford Falcon product line.

Lee Iacocca chose a different "little horse" the Ford Mustang to go after the sporty youth market and after 1965; the convertible and hardtop models were dropped entirely from the Falcon line all together.





One of the most interesting things about the Cayuse Falcons was that they were concept cars that were not crushed by Ford when the project was ended. All three cars still survive today!

The first Cayuse Falcon built is owned by a man in Ann Arbor, Michigan and was featured in Custom Rodder magazine; this Cayuse has not been displayed since the 80's. The second Cayuse built is the one featured here and owned by Ralph Marquardt, he purchased it in Detroit, Michigan. Previous owners include two Canadians. It has been repainted and has 40 thousand original miles. The third and final Cayuse that was built, shortened 18 inches making it a two-seater and renamed the Coyote is owned by a man in Flat Rock, Michigan and has not been shown since the late 60's.

My 1963 Falcon Cayuse Convertible is one of three built and is one of the most rare Ford

—Continued on page 12

DEFINITION

Cayuse

[n]: a small native range horse, or pony



European sleek styling of the Cayuse.



The Cayuse is indeed "Rare"—one of three built.

Classified Advertising

Falcons For Sale

1962 Falcon Futura. White/maroon/Palmino bucket interior. Newer 200 ci and auto. Minor rust over right rear wheel and driver toe board. \$1750. S Griess, 218-732-7021 or shkgriess@unitelc.com. MN.

1962 Falcon Station Wagon. Original rust free Arizona car. White & chestnut brown. New radial tires. Deluxe package. Air conditioning. Six cylinder later model, with automatic transmission. Drive anywhere. \$10,900. John Prosje, 954-467-8371 or marleneprosje@worldnet.att.net. FL.

1962 Falcon 4 door sedan. 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and silver interior. OE Shop manual, many extra parts. I also have the title. Asking \$6000. Write for more information! Vernon LeDuc, Jr., P.O. Box 1454, Keystone Heights, FL 32656-1451.

1963 Falcon convertible. Needs restoring. Good interior, new tires, new brakes. 6 cyl. and auto electric top. All trim included. \$1,500. Roger Malick, 804-776-7246 or JMalick568@aol.com. Deltaville VA.

1963 Falcon 2-door sedan. 170 cubic inch, 3-speed transmission. Needs restoring. \$600. Roger Malick 804-776-7246 or JMalick568@aol.com. Deltaville VA.

1963 Falcon Futura Convertible, 6 cyl., automatic. New red interior. New trunk interior. White top. Red paint. Runs and looks great. Needs little things. \$6500. Jim Pendleton, 727-418-2107 or sapphire6130@verizon.net. 6130 Bay Lake Dr. N. St. Petersburg, FL 33708

1963 FORD FALCON FOUR DOOR, V8 STATION WAGON: Completely rebuilt 289, two speed automatic. Bucket seats with console. Originally a 260 V8. Older restoration still looks great! Many new parts including brakes, brake lines, wheel cylinders, fuel pump, fuel lines, battery cables, starter, shocks, Ford emblems, headliner, stabilizer bar bushings, tires, and more. Rebuilt carb. Custom console with lights, gauges, and CD player. Could use new bumpers, or rechromes. Exceptionally clean undercarriage

looks every bit as good as the rest of the car. Runs as good as it looks. Turnkey car ready to drive. Fire it up and drive it anywhere. Adult owned and garage kept. Hasn't been driven for three years. 42,440 original miles on the wagon, but not on the 289. Asking \$8,500, negotiable. Fred M. Segorek, 814-539-4073. Cell: 814-659-9271 or r92z28@aol.com for photo album. PA. 1964 Deluxe Ranchero; 260 V8, 3 speed stick shift. Rebuilt motor, transmission, clutch, radiator, new interior, brakes, tires and more. It's a great driver and needs only paint to be an excellent truck. \$3995. Lenny Kellogg, 970-593-1964 or email me at lenkellogg@lpbroadband.net. CO.

1964 Ford Falcon Futura 2 door hardtop. 170 c.i. 6 cyl. auto. factory bucket seat car, 34000 doc. miles, all orig. solid car, totally disassembled. \$3500. For more info contact David@dbunch17@cox.net or 850-516-1055. Pensacola FL.

1965 Falcon Deluxe Ranchero. Red and white. Restored to original. New interior with bucket seats. New tires and brakes. Original add on ford air conditioning. Drive anywhere. Over \$20,000.00 invested. \$14,900.00. John Prosje, 954-467-8371 or marleneprosje@worldnet.att.net. FL.

1965 Falcon Sprint. Two door automatic with power steering, 289 V8 and white exterior. Interior is sharp with new upholstery. \$6,300. OBO. Please contact for additional photographs or information. Roberto Moran, 210-408-6621 or morannaredo@yahoo.com. TX.

LOST STORAGE: 1965 Ford Falcon Sprint HT, green & white. California car with black plates and build sheet. Complete 1st class ground up restoration, this car needs nothing! Previous Best of Show winner at the Northeast Falcon Regional Meet. This car was restored to factory condition, better than new! Must see to appreciate. Over \$35,000 invested, asking \$18,000 OBO. Call Ken after 5pm M-F, anytime on weekends, 401-434-7649. Can e-mail additional pictures if interested. IN

1967 Falcon Futura 4-door sedan. 83,180 miles, 200 cubic inch, C-4 transmission. Good mechanical condition. Needs paint \$1,000. OBO. Roger Malick, 804-776-7246 or JMalick568@aol.com. Deltaville, VA.

1968 Falcon, 2 door sedan, 170 cid, 6 cyl., 3 speed, 33610+ original miles, second owner. Interior excellent, runs and looks great! \$5000. OBO. Contact Lee Ridge at 419-929-1431. New London, OH.

Falcons Wanted

WANTED: 1963 Sprint convertible, bucket seats. Bill Dalrymple, 883-7458. NV.

Wanted: A 1970½ Falcon, unrestored, but run-able 6 cylinder OK. Would like to trade a 1965 Ranchero with 302 V8 and automatic. Truck is not original, has front shifter, headers, aftermarket grille and seats. Could be restored to original. Was a 6 cylinder stick at some time. Call Bill Franklin, 419-483-6235. OH.

Continued on page 10

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C2DZ-16178-PR 1962-63 Falcon front fender ornaments with mounting hardware \$125.00pr

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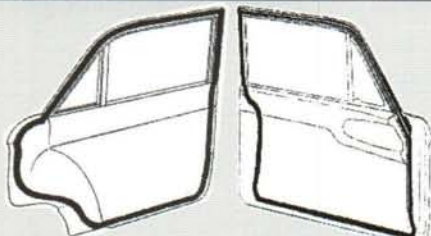
- 1932-48 Ford-Merc
- 1949-51 Ford-Merc
- 1952-56 Ford-Merc
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- 1957-59 Ford/Edsel-Merc
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- 1965-72 Galaxie/LTD
- 1960-70 Falcon/Ranchero
- 1962-79 Fairlane/Torino

For a free catalog or to order parts by
part number (have part numbers ready)

1-800-476-9653

For parts assistance ordering (704)-786-8139

Falcon Door Weather Stripping Kits



Our door seal kits are molded to factory specifications and are made of specially formulated EPDM closed cell sponge rubber creating door seals that last longer and sustain superior weather resistant performance

- C0DZ-6220530-PR 1960-65 2dr wgn #59, 2 dr sdn #62 and Ranchero #66 \$85.00pr
- C1DZ-7120530-SET 1960-63 4 dr wgn #71 \$225.00kit
- C0DZ-7320530-SET 1960-65 4 dr sdn \$180.00kit
- C0DZ-7420530-PR 1960-65 4 dr sdn (front only) \$95.00pr
- C3DZ-7620530-PR 1960-63 hardtop & convrt \$85.00pr
- C60Z-6220530-PR 1966-69 2 dr sdn #62 \$85.00pr
- C6DZ-6620530-PR 1966 Ranchero \$75.00pr
- C0AZ-19554-A Door weather stripping adhesive (does approx 2 doors) \$10.00 tube



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- C0DB-6421448-PR 1960-65 2 & 4 dr sedan \$80.00pr
- C3DZ-7621448-PR 1963-65 hardtop & convrt \$80.00pr
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Falcon Windshield Rubber Seals

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- C0DB-6403110-C 1960-65 2 & 4 dr sdn, wagon \$65.00ea
- C3DZ-6303110-A 1963-65 hardtop & convrt ... \$77.50ea
- C3DZ-7603198-PR 1963-65 convrt windshield post to door seals \$80.00pr

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- C0DB-6442084-A 1960-62 2 dr sdn #64, 4 dr sdn #58A \$67.50ea
- C3DZ-6342084-B 1963-65 2 dr hardtop #63 ... \$67.50ea
- C2DZ-6242084-A 1962 2 dr sdn #62C, 1963-65 2 dr sdn #62, 4dr sdn #54 \$77.50ea
- C0DB-6642084-A 1960-65 Ranchero #66 \$47.50ea
- C60Z-5442084-A 1966-67 Ranchero \$77.50ea
- C60Z-6242084-A 1966-67 2 dr sdn #62 \$77.50ea
- C60Z-5442084-A 1966-67 4 dr sdn #54 \$57.50ea

Falcon Scuff Plates



- C3DZ-6213208-PR 1963-65 all 2 dr except convrt \$125.00pr
- C3DZ-7613208-PR 1963-65 convertible \$125.00pr

4140 Concord Parkway So., Concord, NC 28027 email: info@dennis-carpenter.com

1960-1965 Falcon/Comet Gas Tank Replacement

Parts Required

- Gas tank
- Sender
- Filler neck hose and 2 clamps
- 1' 3/8" fuel line and 4 clamps
- Rope caulk
- Filler neck gaskets

INSTRUCTIONS:

Remove the old tank.



Inside trunk view of filler neck. Note vent tube left of the filler neck. Removal of the rubber connector hose is required.

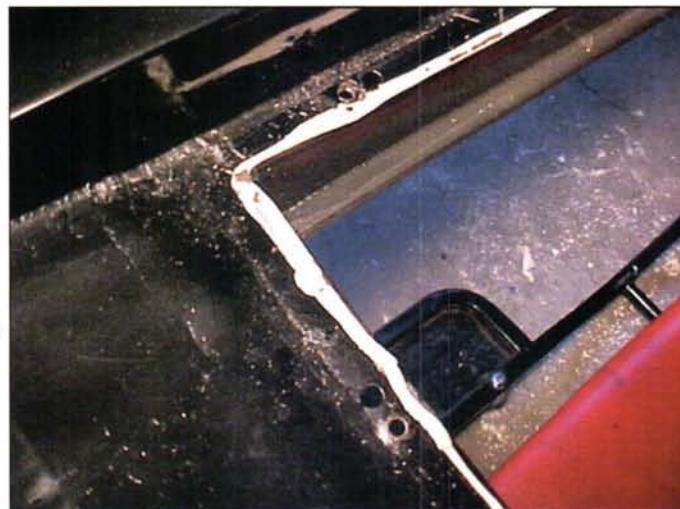


Remove the four screws holding the filler neck to the rear panel. Note cable that attaches gas cap to filler neck, these are available from me. \$5.95 plus shipping 63-64 Futura gas cap only.

Empty the trunk and drain the gasoline from the tank. Using a siphon hose all but about a half gallon of the gasoline can be removed. The remaining gasoline can be poured out after the tank is removed. **CAUTION:** be sure to work in a well ventilated area. Having a fire extinguisher handy is a highly recommended. Remove the filler neck; this involved taking the fuel filler hose off. If the hose is the original, cut it off and get a new one. If it a new hose remove the clamps and wiggle the hose off the gas tank neck. Once the hose is loose, take out the four screws that hold the filler neck and the gas cap retaining ring to the rear panel. Disconnect the fuel line to the engine and the wire that sends a signal to the gas gauge. The metal fuel line is connected to the gas tank with a short piece of 3/8" fuel line. Cut the hose with a knife and plan on replacing it



Remove the clamps that hold the fuel line and pull the fuel line off. Be prepared with a rag for a little fuel spillage. The gas gauge sender plug pulls straight off.



Fuel tank removed, note rope caulk.

with a new piece. The gas gauge wire is removed by pulling it off the fuel sender. Expect a battle; the plug requires a good pull. Eleven self threading bolts fasten the gas tank to the trunk floor. After removing the bolts the tank can be removed. An elastometric sealant was used to seal the tank to the floor; some gentle prying with a putty knife should free the tank. The tank is removed from above. Clean the old sealant from the trunk floor. If rusted or bare metal exists, now is a good time to clean and repaint.



Fuel Sender

Installing the fuel pickup and sender into the gas tank: An O-ring sits in a groove on the lip of the tank. A little silicon grease will help position the O-ring and lube the connection. Insert the fuel sender into the tank, there is a tab on the sender that aligns with the tank lip to index the sender correctly. Slide the retaining ring on, some never seize is a good idea for this connection. Use a stiff metal bar to rotate and tighten the retaining ring. Avoid using a hammer and punch to tighten the ring.



O-ring in place, note tab

Install the new tank: Place a strip of rope caulk (available at home centers) around the meeting surface. Set the new tank into place and start each of the eleven bolts, again use never seize on the threads. Some wiggling is required to get all eleven bolts aligned. Be prepared to file a few holes on the tank to get all the bolts in place. Once all the bolts are started, tighten them. Underneath the tank, plug the fuel gauge sender wire back on using silicon grease to insure a good electrical connection. Replace the 3/8"



Old tank on floor, new tank on stool



Sender in place



Lock ring in place

rubber fuel line and fasten with new clamps. Using a new piece of 3/8" fuel line, connect the vent tube to the tank. *NOTE: This is a good time to check to see if the vent is plugged.* Place the filler neck hose on the gas tank neck and clamp it. *Note: Falcons & Comets are gas fill challenged; filling the tank through the filler hose easier than after the filler neck is installed.* Check for gas leaks at the fuel sender area. Install the filler neck and gas cap retaining ring using new cork gaskets (One gasket between the filler neck and rear body panel and the second one between the filler neck and gas cap retaining ring.)

—Continued on page 16

Classified Advertising (con't)

Parts Wanted

Carburetors-part # on air horn C8OF-AB & C8OF-AA. FE distributors; part # on housing C8OF-D, C8OF-F, C8OF-H. The parts must be in excellent condition either used or NOS. Keith Litteken 11394 Revere Ln., St. Louis Mo. 63128-1416. 314-351-1789 or kslitteken@aol.com.

Parts For Sale

1964 and 1965 Futura Parts. Interior and Exterior parts fair to good condition. Upgraded my Falcon, kept the old parts. Will sell for shipping cost to someone who can use to finish project car or just starting project car. No dealers or resellers please. Michael Cotsonas mcotsona@eesus.jnj.com. OH.

1963 Falcon NOS: V8 arm and bushing \$175; 6 cylinder exhaust manifold \$170; hood hinges, do not take springs, \$50 pair; temperature cable \$30; License light lens \$20; fuel gauge \$75; temperature gauge \$75; quarter molding Futura \$135. ea.; door molding Futura \$100 ea. Many more. Frank G. Stewart, 440-282-6277. OH.

1963 Falcon Futura, 2 Door Sedan Parts for Sale: Recently parted out two door Sedan has produced numerous parts for sale. Most parts are in excellent condition, and too many to list; Front bucket seats (bad repair in need of recovering), console, rear-seat (great condition/red in color), hood, trunk, doors, bumpers, fenders, radio, windows, Special 170 inline six with 2 Speed A/T. Custom wheels and rims for original 4 lug pattern, hubcaps, etc. Also quarter panels are available if someone needs to cut one out. Contact Jerry at: 678-454-0243 or jf_daniels@yahoo.com. GA.

1968 302 equipped with a Holley 0-80457 600cfm 4V carb. and Edelbrock Performer intake \$500. 1968 302 4V stroked to 347: Eagle rotating assembly, Holley, Edelbrock, MSD, ARP main & head studs, roller rockers and stud girdles \$4,800. Many more parts available. Keith Litteken 314-351-1789 or kslitteken@aol.com. MO.

1960-1966 Falcon parts, large selection. Parts added weekly. Check my eBay store: Montana's Fantastic Finds or email me at mak3@ttc-cmc.net. I may be able to find the parts you need. Mark, 406-376-316. MT

Fordomatic 2-speed rebuilding kits with gaskets, o' rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$135.00. Specify engine size and year. Bands \$45.00 each exchange, adjustable modulator \$15.00. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, 56 Dale Street, Needham Hgts., MA 02494-1218. 781-449-2065 evenings. www.autotran.us.

1964 289 cu. in. long block 5 bolt to bell housing. Factory 4-V intake manifold, factory exhaust manifold and factory valve covers. All crankshaft bearing surfaces are clean, no scuffing or scratches. All cylinder walls look good. 289 block casting #C40E6015C. \$275. Gene Heid, 419-562-4594. OH

Chrome (Round) master cylinder cap 1960-65 \$10. Chrome heater knob set 1964-65 \$8. Chrome heater control plate 1964-65 \$9. Newly upholstered Sun Visors (Brown) 1964-65 Ranchero \$30. Sun Visor brackets and rods 1964-65 Ranchero \$10., or brackets, rods and visors \$35.00. New lug bolts (4 bolt hubs only) hard to find \$2. each. Negative post battery switch (new) \$6. Original Falcon fuse box, with 6 inch color coded leads \$5. Light switch shaft, Black knob, mounting and bezel \$9. Glove box cables \$5. Pair. Striker plates 64-65 Front or Back doors \$5.00 each. New Hood or Trunk letters 1964-65 F, A, L, O \$2. each. Under dash Radio mount \$10. Tailgate Latches 64-65 Ranchero or Wagon \$10. pair Tailgate holder (not a cable) 64-65 Ranchero or Wagon \$8. Heater control levers and 3 cables (complete) \$15. Door step moldings 30 inches long unknown year \$10. pair. Rear trim molding for 64-65 Futura (aluminum) , gas cap hole in center \$40 . ALL ITEMS PLUS SHIPPING. Call Ray at 505-524-3371 or email 65falcon@zianet.com or P.O. Box 3, Fairacres, NM. 88033

C-4 automatic transmission, 6000 miles on the rebuild. Transmission has TCI 2000 RPM stall torque converter, B&M shift kit, heavy duty clutch pack, TCI deep aluminum oil pan. Going with C-4 is rear crossmember to fit 1963, 64, 65 Falcon, 302 block plate, 28 oz. flex plate, universal slip yoke, and factory steel oil cooler lines. Transmission is clean and spray painted with POR-15 Silver paint. \$375. Gene Heid, 419-562-4594. OH

Kellogg's Garage: Home of the Junkyard Junkie, has a 25 year collection of Falcon and Comet parts in high, dry Colorado. Lenny Kellogg 970-593-1964 or lenkellogg@lpbroadband.net. CO. 2019.

1962 Falcon 4 door parts. Body parts, transmission, all kinds of parts. Perry Lee, 860-568-1829. CT.

Large 25 year collection of good used parts for 1960 thru 1969. Hoods, \$75 to \$110. Doors, \$50 to \$75. Chrome moldings, \$5 to \$25. Many body and chassis parts too numerous to mention. Also some parts for Comets and Fairlanes. Don Branson, 636-228-4501 or dbranson@mail.win.org. 4097 Hwy T, Marthasville, MO 63357.

Miscellaneous For Sale

Shop Manuals by Ford: 1960-63 \$34.95 1964-68 \$49.95 ea. 1969-70 \$59.95 ea. 1963 Owners Manual: \$14.95 Part Interchange Manual: 1960-65 or 1963-70 \$39.95 ea. Falcon 140 page Road Test book 1960-70 \$19.95 Hardcover Falcon history book \$39.95 Alex Voss 4850 37th Ave. So. Seattle, WA . 98118. 206-721-3077. Alex@books4cars.com

The 20-22nd of July 2006 was a gathering of almost 300 Falcons for the Falcon Club of America's National Convention. Event activities consisted of Grudge match Drag Racing at Indianapolis O'Reilly Raceway Park, Laps around Indianapolis Motor Speedway. Langley Enterprises, FATNFAST Productions and The Hoosier Chapter FCA are proud to present "The Race to Indy" DVD! Over one hour and 40 minutes of coverage. See Daddy Warbucks, Tweet Revenge and Wild Child in the quarter mile. You can get you very own peice of Falcon history! \$15. includes shipping within the US. For PayPal purchasing, contact Rick DeVito at mdevit61@comast.net.

KEYS. NOS (Original) Keys and Gold Plated Keys for Falcons and all Ford Models. Many of those hard-to-find keys and lock cylinders. Keys cut by code, inquire with Year, Make and Model. We stock POR-15 Restoration Products. JESSER'S CLASSIC KEYS, 26 West Street, Dept. FCA, Akron, OH 44303. Phone: 330-376-8181, Fax: 330-384-9129 www.jessersclassickeys.com

TECH TIP

Ranchero Project: Installing Headers on a 1963 Ranchero

I have started another project on my Ranchero, an engine swap. I bought the truck with a good running 1978 302cid engine. The truck had power steering and air. I have never liked the feel of the power steering on the Falcons and it robs you of 8% to 10% of your power, the same is true of the air conditioning, another 10% to 15% of power loss, to say nothing of the mess of belts, pulleys, hoses, wires and other junk involved with those two items under the hood. Having said all that, Kathie would like power steering and air conditioning on her 1963 convertible. Get the idea of where this is going?—the new project! As long as I have the engine out I might add some new items, geared at better performance, I mean better gas mileage (wink, wink).

Some of the new additions are move the battery to behind the cab, new export braces and Monte Carlo bar, an engine oil cooler, a transmission oil cooler, traction bars, B&M floor shifter, 1989 Mustang bucket seats, an in the dash AM FM tape player, updated and rebuilt C4 and a set of headers.

Now that we have the background out of the way we can get to the point, installing the headers on a Ford small block in a 1963 Ranchero. It is very important you make sure that the headers you buy are for the Falcon you are working on, otherwise THEY WILL NOT FIT, no exceptions. In the past I have installed full length Hooker headers on our 1963 convertible, they fit well, installed with some trouble, and preformed very well. However they hung very low and you had to be careful on speed bumps, driveways or anything else you had to drive over. I looked at the Tri-Y

headers but found them cost prohibitive for the Falcons. That left Hedman shorty Heddners for 260-302cid 1963 Ford Falcon. I also chose to get the headers from the factory with ceramic paint (at additional cost).

To begin installation you will need to raise the car at least 36 inches off the ground, I used a hydraulic floor jack and jack stands on all four corners. Next disconnect the battery and remove the spark plugs (number the wires), head pipes, stock exhaust manifolds, oil and transmission dipsticks. You will need cut the stock exhaust pipes back or remove the stock system all together. Since I had my truck already apart I got right to the installation. I spray painted the exhaust gaskets with silver spray paint and let them dry to the touch. This will act as a salient stick itself to the exhaust ports and header flange. Next I installed the passenger side header with gasket from the top by moving the engine to the driver side of the car and set the bolts only finger tight. I then moved engine back on its mounts and installed the driver's side header with gasket, sliding the header in position from the bottom and setting the bolts finger tight. At this point you can modify you current exhaust system or take your car to a muffler shop to connect to the headers. Tighten all the header bolts, Start your engine and check for leaks, with the hood open allow the engine to come up to operating temperature, shut it down and with gloves retighten all header bolts. Now enjoy your new headers with the increased fuel economy (wink wink).

—Submitted by Bill Hardin

Reprinted from The Desert Flyer, Reba Schweitzer, Editor

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RALPH MARQUARDT'S RARE BIRD



—Continued from page 5

Falcons in existence. It has a 170 cid Special Six and a Dagenham 4 speed transmission with a factory clock and bucket seats.

Over the past several years of my ownership I have actually met and talked with some of the people that worked on Project Cayuse cars. In St. Ignace, Michigan, I met one of those men. He could not believe that the car he painted in 1963 was actually on display.

Still another amazing find was to get the original wheels. The odds of

finding these original wheels are probably greater than winning the Powerball Lottery! My friend, John Kamph, rescued these wheels from a dumpster at DST when the project was ended in 1963. He kept the wheels for several decades while being transferred within the Ford Motor Company throughout the country and ending up here in Minnesota. He said his goal was to find a Cayuse owner and reunite the wheels with the car; he did, for that I am very, very thankful.

I have enjoyed showing this unique car at several National Falcon Con-

ventions as well as All Ford Shows in many states. It has also been included in several national magazines including Old Cars Weekly, Cars and Parts Magazine and more. Information and articles about my Cayuse can also be found on the Internet as well.

I look forward to showing my Cayuse and my wife's 1961 at our 2007 National Falcon Convention here in Minnesota. I hope you also attend and show your Falcon, joining your friends with Northland Chapter as "Falcons Fly North" July 12-14, 2007.

—Submitted by Ralph Marquardt
and Troy Witt

**Make plans NOW to attend the 28th Annual Falcon National Convention
in Minnesota. July 12-14, 2006. Register Today!**

1963 FALCON CAYUSE



Ralph Marquardt is Chairman of the National Meet being held in the Twin Cities of Minneapolis and St. Paul, Minnesota. Troy Witt is Co-Chairman and President of the Northland Chapter. Along with all members of the Northland Chapter, both extend a warm welcome to FCA members planning to attend the National Convention July 12-14. Use the form on the jacket of this issue to register now.

Convention Tour Specials

The Northland Chapter, has teamed up with Metro Connection Tours to offer you two great bus tours to help make your visit to Minnesota memorable. To find out more about each tour and to register online, go to www.northland-chapter.com.

Twin Cities Highlight Tour

Experience a sampling of what makes the Twin Cities fantastic. During the three-hour tour, our guide will provide commentary on the downtowns of Minneapolis, St. Paul and surrounding areas. While in Minneapolis we will explore the famous Nicollet Mall, Skyway network, Block "E", theater district, Minneapolis Sculpture Garden, Milwaukee Train Depot, Orchestra Hall, the television home of Mary Tyler Moore and St. Anthony Falls, the birthplace of Minneapolis. A short stop will be made at Minnehaha Park to see Minnesota's oldest tourist attraction. This is where the twenty-two mile Minnehaha Creek, which flows from Lake Minnetonka through the western suburbs of Minneapolis and into the city, dives over the falls and into the Mississippi River. Our next destination is St. Paul, Minnesota's charming historic capital city. There we will explore St. Paul landmarks including the magnificent Cathedral of St. Paul, the fourth largest cathedral in the United States with seating for 3,000 people. Built in the Classical Renaissance style of architecture, the Cathedral dome is modeled after St. Peter's Basilica in Rome. and many more attractions.

Public Stillwater, Minnesota Tour

This narrated riding tour begins with a journey through its picturesque streets-as well as behind the scenes of history. You'll hear charming stories and anecdotes that bring Stillwater to life. Go from the magnificent mansions to the lumber barons to the graceful churches on the "street of Spires." You'll even learn the role the scenic St. Croix River played in the history of this area. In fact, lunch will be served on the river. You will board a replica of an 1890s paddlewheel riverboat, "The Andiamo," for a delicious buffet meal. Following lunch, you'll have free time to explore Stillwater. Stroll the quaint Main Street and discover a wide variety of shops: boutiques, antiques, crafts, jewelry and art galleries await. Odds are you will find something special to keep as a lasting memory of your day in Stillwater.

Both tours leave from the Sheraton Bloomington South. To find out more information, scheduled times of the tours and to make your tour reservations on-line, go to www.northland-chapter.com. Please note that these tours will not be held if enough registrations are not placed. Please register early to ensure your spot! www.northland-chapter.com



TECH TIP

The Decision to Convert 1960-1965 Falcon/Comet Manual Steering from Six Cylinder to V8

There are several different points of view on converting the Falcon/Comet manual steering from the 6 cylinder set up to the V-8. The main reason most people want to convert the steering and front end components is to upgrade to V-8 brakes, whether disc or drums. Most restorers who make this conversion want to use the 1974 - 79 Granada disc brakes. This article will not go into all of the options and pros and cons of different braking systems, but will help guide you to get the necessary steering components in place so that you will be able to attach the spindles and brakes of your choice.

1960-62

The early Falcons have their own set of circumstances that must first be dealt with. The ball joint studs on these early cars are too small to accept the later spindles. We recommend changing both the upper and lower control arms. The 1963 - 65 Falcons/Comets do not have this problem and the ball joints should only be replaced if they are worn out.

1960-65

Ford did some strange things in the production of these cars and subsequent owners have done some even stranger things. It is assumed that if you have a 6 cylinder Falcon/

Comet produced between 1960 - 65, it has a 1" sector shaft in the steering gear box. This assumption may or may not be true in all situations. You can verify this fact very easily. If a 1 1/8" socket will fit on the nut that retains the pitman arm to the sector shaft, then you have a 1" sector shaft. If it takes a larger socket, then you have a 1 1/8" sector shaft and someone has probably changed the steering box.

The main ingredient to the steering conversion is the center link. The only product that will fit correctly must come from a 1963 - 64 or 1965 V-8 Ford Falcon/ Comet. The 1963 - 64 and the 1965 center link are completely different and cannot be interchanged. We recommend the 1965 V-8 center link for several reasons. The first reason is that the 1965 center link is reproduced and readily available. The second reason is cost, not the cost of a used 1963- 64 manual steering center link versus a the cost of a new 1965 manual steering center link, but rather the cost of the attaching parts. If replacement parts are ever needed, it is much less expensive to use the 1965 parts.

PART DESCRIPTION	1963-64 PART NUMBER	1963-64 PRICE (APPROX.)	1965 PART NUMBER	1965 PRICE (APPROX)
Center Link	Part is Not Available	Part is Not Available	C5DZ-3304-A	\$ 150.00
Inner Tie Rod	C3DZ-3A130-H	\$93.49 Each Times 2	C5ZZ-3A131-D	\$ 28.00 each x 2
Outer Tie Rod	C3DZ-3A130-G	\$ 74.95 Each Times 2	C5ZZ-3A130-D	\$28.00 each x 2
Idler Arm	C3DZ-3352-KR -	\$ 144.95	C5ZZ-33 52-A	\$ 47.75
Idler Arm Bracket	Included in Above Item	Included in Above Price	C3DZ-335 1-A	\$ 32.95
Tie Rod Adjusting Sleeve	C2AA-33 10-B	\$ 9.50 Each Times 2	C2AA-33 10-B	\$ 9.50 each x 2
Pitman Arm	Part is Not Available	Part is Not Available	C5ZZ-3590-A	\$ 64.95
TOTAL COST TO CONVERT:		\$ 500.83 PLUS		\$426.65

NOTE: You would only use these tie rod ends if you would be using 1965 Falcon/Comet V-8 Spindles. If you are using the Granada or some other disc brake set up, you will have to purchase the correct tie rod ends for those spindles.

—Gleaned from the Internet by Reba Schweitzer. Reba is the Editor of the Arizona Chapter Newsletter, The Desert Flyer, and a frequent contributor to The National Falcon News.

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How to Advertise in The National Falcon News

Email your classified ads to: wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when I have to edit and correct every word of the message. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver.

WRONG: * 64 ford falcon futura fr sale .sum rust on flr pans , needs restored ,xcint glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastn pennsylvania

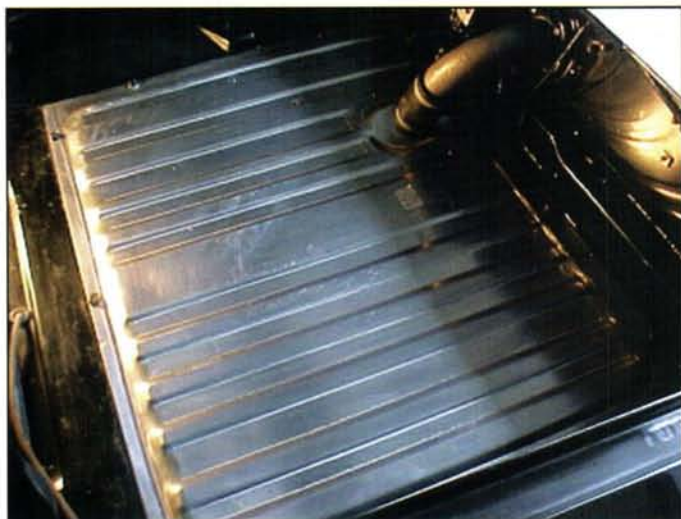
RIGHT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

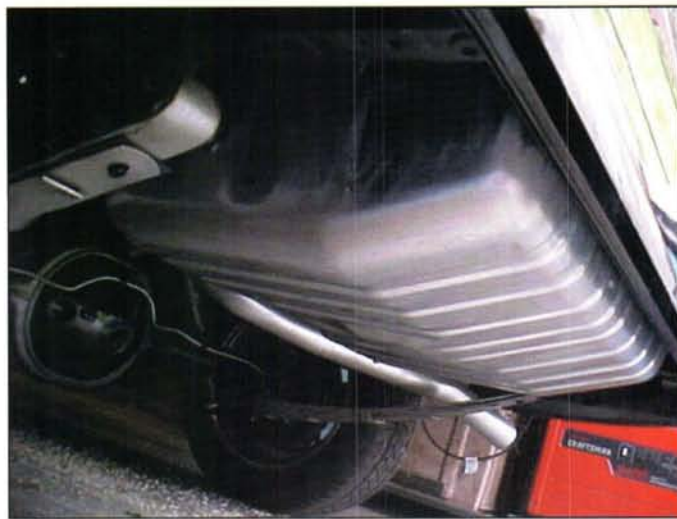
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1960-1965 Falcon/Comet Gas Tank Replacement

-Continued from page 9



Finished installation looking into the trunk



Finished installation looking up from below.

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Fill it up

Fill the tank up with gas and check for leaks, underneath and around the filler neck area inside. If all is well, fill the trunk back up.

Final Note:

I purchased a new 16 gallon tank (original is 14 gallons) on ebay for about \$125. plus shipping. It came with a new fuel sender, retaining ring and sender gasket. The tank fit well and the sender works correctly. It took about three hours from start to finish. The car that got the new tank was just restored, so there was no fighting rusty fasteners. I tried to save the original tank during the restoration; it had pin holes on the top surface due to a leaking trunk lid gasket. The time spent repairing and restoring the tank was time well wasted.

Dick Harrington of Delhi, New York is a valued contributor, provider of several (so far!) very well received Tech Tip articles. Dick is a recent member of the FCA (#12563). His cars include a 1963 Sprint Hardtop, (featured in September 2006 issue), a 1963 Sprint Convertible, and a 1965 Comet Cyclone. See his other Tech articles; "Conversion of Single Bowl to Dual Bowl Master Cylinder" in the September issue; "Drivers Side Fresh Air Inlet Vent Upgrade" in the October issue and "Conversion to a Hydraulic Clutch" in the November issue.



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UP103B	64 Falcon Hardtop Bucket Seat - Front/Rear	set	449.95
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UP103C	64 Falcon, Ranchero Bench Seat Cover-Black	ea	279.95

*Two Tone colors are an additional charge, please call for pricing.

1965 Falcon, Ranchero



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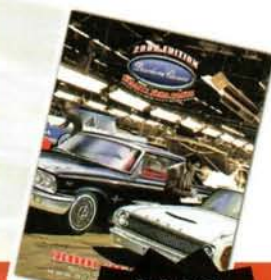
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E10	87A	Pickups (3 & 5 Window versions combined)	-	8140	-	-	-	-	-	8140
E10	87B	Pickup, 5 window Custom	3000	-	1022	988	3065	512	318	8905
E10	89A	Regular 6 door Van, Standard	28932	-	-	-	-	-	-	28932
E10	89A	Regular 6 door Van, Custom	2228	-	-	-	-	-	-	2228
E14	89A	Regular 6 door Van, Standard	-	-	47119	44059	-	23861	21107	136146
E14	89A	Regular 6 door Van, Custom/66 Deluxe	-	-	1501	2741	-	563	327	5132
E14	89A	Regular 6 door Van Standard/Custom versions combined	-	50645	-	-	35972	-	-	86617
E11	89B	12 Window Econoline Station Bus, Standard	8511	-	-	-	-	-	-	8511
E11	89B	12 Window Econoline Station Bus, Custom	6571	-	-	-	-	-	-	6571
E11-12-13	89B-C-D	12 Window Falcon Bus/Club Wagon/Deluxe Club Wagon	-	18153	-	-	-	-	-	18153
E11	89B	12 Window Falcon Station Bus, Standard	-	-	10332	9249	7116	-	-	26697
E11	89B	12 Window Falcon Club Wagon	-	-	-	-	4382	4233	-	8615
E12	89C	12 Window Falcon Club Wagon	-	-	4378	4729	3813	-	-	12920
E12	89C	12 Window Falcon Custom Club Wagon	-	-	-	-	2087	1538	-	3625
E13	89D	12 Window Falcon Deluxe Club Wagon	-	-	2923	2687	2259	1007	741	9617
E14	89E	9 Window Display Van, Standard	-	-	3359	3621	-	2488	3249	12717
E14	89E	9 Window Display Van, Custom/66 Deluxe	-	-	98	138	-	119	299	654
E14	89F	12 Window Econoline Van, Standard	-	-	5376	6289	-	4250	3752	19667
E14	89F	12 Window Econoline Van, Custom/66 Deluxe	-	-	332	812	-	252	268	1664
E14	89F	12 Window Econoline Van	-	-	-	-	5156	-	-	5156
E14	89G	8 Door Cargo Van, Standard	-	-	1153	1495	-	537	492	3677
E14	89G	8 Door Cargo Van, Custom/66 Deluxe	-	-	88	215	-	88	23	418
E14	89G	8 Door Cargo Van	-	-	-	-	1136	-	-	1136
E15	89H	4 Door Panel Van, Standard	-	-	-	1770	-	669	618	3057
E15	89H	4 Door Panel Van, Custom/66 Deluxe	-	-	-	90	-	23	24	137
E15	89H	4 Door Panel Van	-	-	-	-	967	-	-	967
E16	89J	6 door Extended Regular Van	-	-	-	-	7924	27393	-	35317
E16	89J	6 door Extended Regular Van, Custom/66 Deluxe	-	-	-	-	-	1660	1027	2687
E16	89J	6 door Extended Regular Van Standard	-	-	-	-	-	-	23009	23009
E11	89K	12 Window Extended Falcon Station Bus	-	-	-	-	573	-	-	573
E11	89K	12 Window Extended Falcon Club Wagon	-	-	-	-	-	2468	2248	4716
E13	89L	12 Window Extended Falcon Deluxe Club Wagon	-	-	-	-	-	1788	1261	2449
E16	89M	9 Window Extended Display Van	-	-	-	-	129	381	-	510
E16	89M	9 Window Extended Custom/66 Deluxe Display Van	-	-	-	-	-	44	41	85
E16	89M	9 Window Extended Standard Display Van	-	-	-	-	-	-	357	357
E16	89N	12 Window Extended Econoline Van	-	-	-	-	1358	3437	-	4795
E16	89N	12 Window Extended Custom/66 Deluxe Window Van	-	-	-	-	-	740	563	1303
E16	89N	12 Window Extended Standard Window Van	-	-	-	-	-	-	3434	3434
E16	89R	8 Door Extended Cargo Van	-	-	-	-	449	934	-	1383
E16	89R	8 Door Extended Custom/66 Deluxe Cargo Van	-	-	-	-	-	132	100	232
E16	89R	8 Door Extended Standard Cargo Van	-	-	-	-	-	-	821	821
E17	89S	4 Door Extended Panel Van	-	-	-	-	229	558	-	787
E17	89S	4 Door Extended Custom/66 Deluxe Panel Van	-	-	-	-	-	41	42	83
E17	89S	4 Door Extended Standard Panel Van	-	-	-	-	-	-	431	431
E12	89T	12 Window Extended Falcon Custom Club Wagon	-	-	-	-	-	1188	2063	3851
	87	TOTAL PICKUP TYPE BODIES OF ALL VERSIONS	14893	8140	11394	5184	7405	3090	2015	52121
	89	TOTAL VAN TYPE BODIES OF ALL VERSIONS	43242	38798	76659	77895	69462	81090	72068	492214
	87 + 89	TOTAL 61-67 ECONOLINE PRODUCTION	61135	76938	88053	83079	76867	84180	74083	544335
	87 + 89	TOTAL 61-67 ECONOLINE CUMMULATIVE PRODUCTION	61135	138073	226126	309205	386072	470252	544335	
E10-14	89A	Econoline Regular Vans	31160	50645	48620	46800	35972	24424	21434	259055
E10	89B	12 Window Econoline Station Bus and Window Van	15082	-	-	-	-	-	-	15082
E11-12-13	89B-G-D	12 Window Falcon Bus, Club Wagon, Deluxe Club Wagon	-	18153	17633	16665	13188	7476	6512	79627
E14	89E	9 Window Econoline Display Van	-	-	3457	3759	2381	2607	3548	15752
E14	89F	12 Window Econoline Window Van	-	-	5708	7101	5156	4502	4020	26487
E14	89G	8 Door Econoline Cargo Van	-	-	1241	1710	1136	625	515	5227
E15	89H	4 Door Econoline Panel Van	-	-	-	1860	967	692	642	4161
	89A-H	TOTAL "SHORT" VANS OF ALL TYPES	46242	68798	76659	77895	58800	40326	36671	405391
E16	89J	Regular Vans Extended	-	-	-	-	7924	29053	24036	61013
E11-12-13	89K-L-T	12 Window Falcon Buses & Wagons, Extended	-	-	-	-	573	5444	5572	11589
E16	89M	9 Window Econoline Display Vans Extended	-	-	-	-	129	425	398	952
E16	89N	12 Window Econoline Window Van Extended	-	-	-	-	1358	4177	3997	9532
E16	89R	8 Door Econoline Cargo Van Extended	-	-	-	-	449	1066	921	2436
E17	89S	4 Door Econoline Panel Van Extended	-	-	-	-	229	599	473	1301
	89J-T	TOTAL EXTENDED VANS OF ALL TYPES	-	-	-	-	10662	40764	35397	86823

Reprinted from Something Econoline Quarterly, Don English, Editor



GET READY FOR WINTER



C3DZ-6210176-7B

'63 - '65 FALCON ROCKER MOULDING



Stainless steel, high quality reproductions. Clips sold separately.

Note: There is a \$15 boxing fee for this item.

C3DZ-6210176-7B

Regularly priced at \$139.95 pr

SALE* \$125⁹⁶ pr

* Sale prices good until 12/31/06. Must mention this ad to receive sale prices.



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'62 - '65 2DR Sedan	VT62FA65-
'62 - '65 4DR Sedan	VT62FA54-
'63 - '65 2DR Hardtop	VT63FA65-
'66 - '69 Futura 2DR	VT66FA62-
'66 - '69 Futura 4DR	VT66FA54-

\$99⁹⁵ ea

'64 - '65 FALCON HOOD ORNAMENT

This great reproduction features a polished chrome base with the red, white and blue Ford crest.

C4DZ-16850B



Regularly priced at \$49.95 ea

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* Sale prices good until 12/31/06. Must mention this ad to receive sale prices.

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New harmonic balancers

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'65 - '66 and '68 Falcon with 289

'67 Falcon with 289 engine and regular fuel

C5AZ-6316B



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ANTENNAS



- High quality reproductions
- Made in the U.S.A.

C4DZ-18813

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C3DZ-18813 **\$59⁹⁵ ea**

'64 - '65 Includes correct base, cable and gasket.

C4DZ-18813A **\$59⁹⁵ ea**

'66 - '70 Standard fender mount.

Comes with mast / base, coax cable, molded mounting pads, mounting templates and fasteners.

C6DZ-18813A **\$69⁹⁵ ea**

'68 - '70 Air foil type with a square base.

D3AZ-18813C **\$69⁹⁵ ea**

Mast only. Must re-use old sleeve.

'60 - '70 C0AZ-18A886B **\$29⁹⁵ ea**

'60 - '65 FALCON FRONT SUSPENSION LOWER CROSSMEMBER



C2DZ-5026



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SALE* \$59⁹⁵ ea

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Indy Individuals

Kelly McLearnarran

K

elly and Will McLearnarran of Tuscon Arizona race their 1963 Falcon sedan with a special purpose in mind, Quarter Mile for a Cure. Kelly is a breast cancer survivor and December 2006 marked five years of "No Cancer" for Kelly.

Kelly and Will had Mustangs in the past, but she always liked the Falcon. After her diagnosis and cancer treatment, she decided to fulfill her dream to build a race car and run the quarter mile. Needless to say, Kelly is a believer in living life to the fullest and her sunny attitude and true appreciation for life are infectious.

Their Falcon Futura Turbocharged Six Cylinder drag car was four years in the making, and of course they are always adjusting things along the way. Kelly is the one who takes it down the track, while Will is the master mechanic and pit boss. The Falcon is turbo-charged with Forgee pistons, a 9" rear end and a Griffin radiator. The engine compartment had to be refigured to make room for the turbocharging. Originally a 6 cylinder, 170 cu. in. engine, with all Will's modifications, Kelly says, the car is "designed to go straight." The Falcon's top speed is 115-120 MPH and Kelly runs the quarter mile in 11.85 or less.

Before the outing in Indiana, Kelly and Will had already raced 17 times in the season. Kelly says "The Camaro Z-20 nitro beats 'em every time!"

Kelly and Will had some problems with the car at Indianapolis Raceway Park and her best time was 13.3. Since then, she reports, "I wanted to give you an update on our car the 1963 Falcon Futura Turbocharged Six Cylinder. Since Indy, we have fixed the problems we encountered at the drag strip and the cruise to Indy 500. Turns out we had hurt the rings of piston #3. We rebuilt and, since that time, we are now running an 11.39 @ 120 MPH in the quarter mile. Much better show than at Indy."

Even with the trouble at the track, Kelly was characteristically upbeat: "I got to race at Indianapolis Raceway Park!"

Kelly continues to promote awareness of breast cancer. "I will continue to race our Falcon for the 'Quarter Mile for a Cure.' Our Mustang Club recently raised \$1000 for the Susan G. Komen foundation with our annual charity race. Hopefully we can get more participation from Falcon members around the western region to promote our cause."

Editor's Note: This is the fifth in a yearlong series of articles of FCA members and their Falcons, photographed and interviewed at the 27th National Falcon Convention in Indianapolis in July 2006. The weekend long quest for photos and stories of members and their cars was a very rewarding and satisfying process. Kelly was actually the very first person I interviewed for this series. Her responsive attitude and follow-up, along with a great car and an important cause were incentive to continue the series throughout the weekend. Thanks, Kelly—and everybody!



Kelly and Will before the action begins



Heating up the tires for the run down the track



Will makes adjustments in the pit.

"Quarter Mile For a Cure"



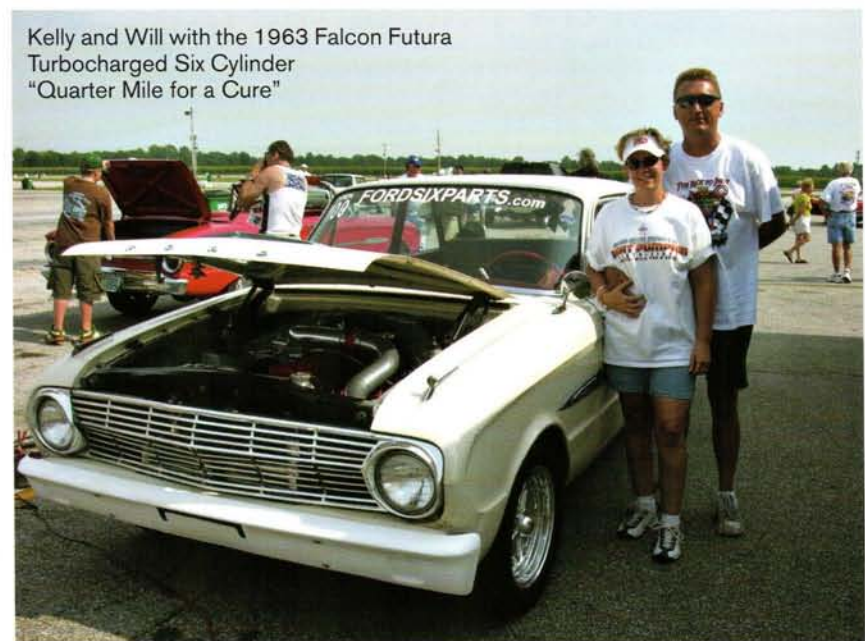
Not exactly your typical six cylinder...



Kelly and Will with the 1963 Falcon Futura
Turbocharged Six Cylinder
"Quarter Mile for a Cure"



The paparazzi are after Kelly at the dragstrip.



-One last photo on page 22



The Chronicles of Sven and Ole

Visit the Northland Chapter's website, www.northland-falcons.com, and follow the adventures of Sven and Ole as they prepare for the 28th National Falcon Convention to be held in their neck of the woods:

MINNESOTA!

www.northland-falcons.com

CALENDAR OF EVENTS

ALL FORD SHOW

May 20, 2007 in Olathe, Kansas. Sponsored by the Mid America Chapter More info: 913-592-3571

BLUEGRASS CHAPTER REGIONAL MEET

May 25-26, 2007, Louisville, Kentucky. Use the registration form in this issue to register! More info: 503-231-8785

28TH NATIONAL FALCON CONVENTION

July 12-14, 2007 in Bloomington, Minnesota. Hosted by the Northland Chapter, FCA. Mark your calendars for the National Meet to be held in beautiful Minnesota! The Northland Chapter has plenty of family friendly fun lined up. Use the registration form in this issue to register now! Information: www.northland-falcons.com.

44TH ANNUAL DAS AWKSCHT FESCHT, MACUNGIE, PA

This three day show, the first weekend in August, with over 3000 cars, is one of the largest antique and classic car shows on the east coast. This year the Ford Falcon is the feature car! Call or email Bruce Wolfe for information for FCA members to display their Falcon for just \$10.00 for all three days, 717-469-7252 or afalcon@paonline.com.

The organizers of this meet always promote a "Feature Car". In 2007, the Ford Falcon will be the feature car. About 12 of the feature cars are displayed in a 40 x 100 tent. The cars are displayed with lots of memorabilia There will also be a large display of Falcons outside the tent. The Keystone Chapter is subsidizing the daily \$10. registration. Hopefully this will produce a lot of Falcons for the Feature Car Display.

At the End of the Day...A Helping Hand

That number three piston was acting up for Kelly and Will McLearn at Indianapolis Raceway park, but they rebuilt and now Kelly is running the quarter mile at 120 MPH in 11.39 seconds! Go Kelly!

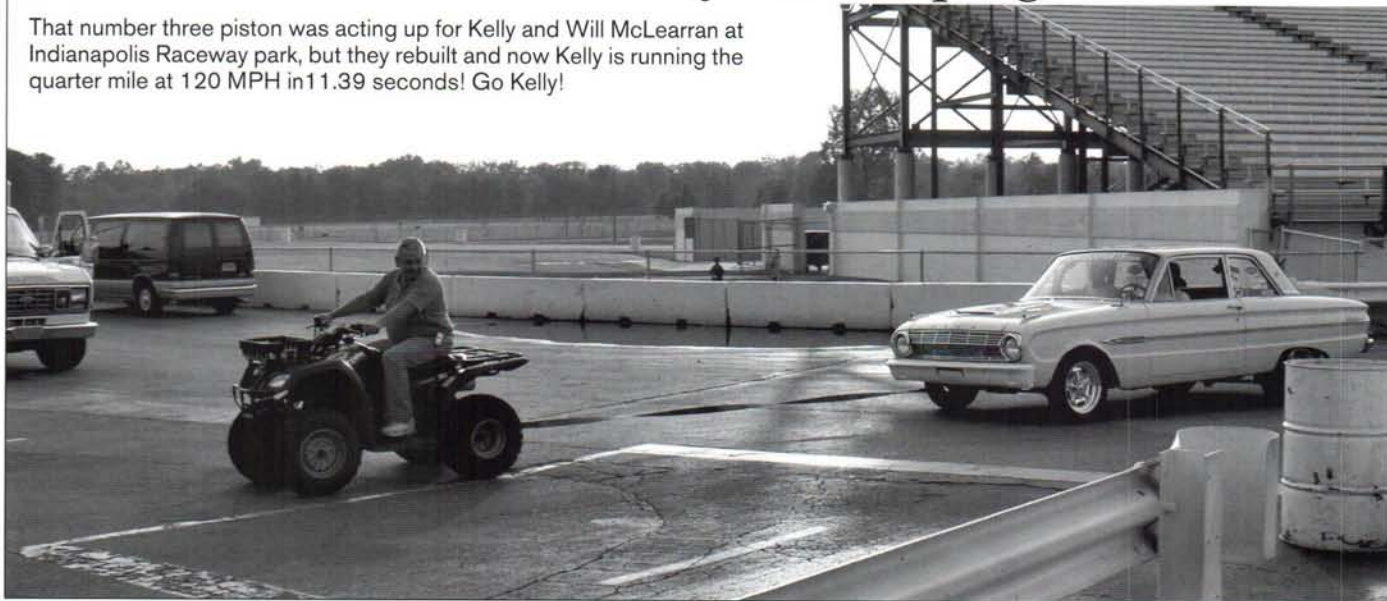


PHOTO CONTEST DEADLINE EXTENDED!

Send in by January 31, 2007!

Maybe you meant to send photos of your Falcon for the contest, but never got around to mailing them... Or the holidays ate up the time you had meant to set aside to write your story... Whatever the reason, you can still enter—the deadline has been extended! Send in your entries to the Editor by January 31, 2007 and you are eligible to win. First Place Winner will have their photo published on the cover of the June 2007 issue and receive a year's free membership to Flickr, a photo sharing website where you can showcase pictures of your Falcon online—LOTS of pictures. A member can upload an unlimited number each month! If you can't turn off the date feature on your camera, send your photos anyway—you will not be disqualified! Photos not used on the cover will be featured elsewhere in the magazine. Write a few paragraphs (or more!) about yourself and the Falcon, and include old photos, if you have them. The judges love that!



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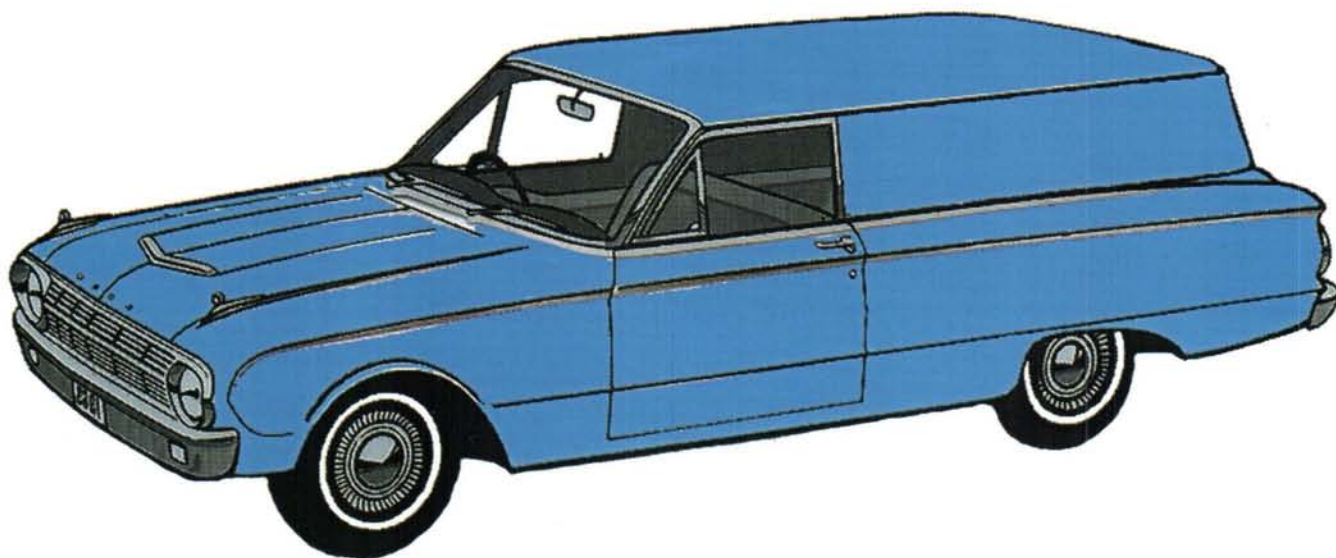




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